

ALPINE COUNTY

**2016
Regional Transportation Improvement Program
RTIP**

2016-17 through 2020-21 Fiscal Years

**Adopted by
Alpine County Local Transportation Commission
ACLTC
December 15, 2015**

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary

The Alpine County Local Transportation Commission (**ACLTC**) is submitting an independent Regional Transportation Improvement Program (**RTIP**) for the 2016 State Transportation Improvement Programs (**STIP**). However, ACLTC has agreed to a **Multi-County Letter of Agreement** to share Regional Improvement Program (**RIP**) funding capacity with Calaveras Council of Governments (**CCOG**), Amador County Transportation Commission (**ACTC**) and Mariposa County Local Transportation Commission (**MCLTC**), similar to what the Tri-Counties (ACLTC, ACTC, CCOG) have done in the past when the Tri-Counties completed \$117 million on four State highway projects.

The California Transportation Commission (**CTC**) has determined the 2016 STIP has no new funding capacity (no new funding) due to decrease in price based excise tax in State transportation funding. The ACLTC has a total of \$750 thousand of unprogrammed share balance and a return of the \$1.4 million from CCOG that was loaned to CCOG in the 2014 STIP. The unprogrammed balance and return of STIP shares, a total of \$2.150 million, will go toward Phase 1 construction funding of the Hot Springs Road reconstruction project projected to be constructed in fiscal year (**FY**) 19/20. The construction estimate for Phase 1 is currently \$2.910 million, which means an additional \$760 thousand from the 2018 STIP will be needed to fund Phase 1 construction.

The inclusion of the Hot Springs Road construction funding is consistent with the STIP Amendment that was approved by the ACLTC at their January 20, 2015 meeting and subsequently approved by the CTC at their May 28, 2015 meeting.

This RTIP also moves the Hot Springs Creek Bridge construction match from FY 16/17 to FY 17/18, as the new projected construction date.

CTC's lowest priority for funding is local roads. By ACLTC being a part of the Multi-Agency Letter of Agreement, ACLTC is able to show that it still strongly supports CCOG's State Route (**SR**) 4 Wagon Trail Realignment project and ACTC's SR 88 Pine Grove Corridor Improvement Project by providing STIP funding capacity. With MCLTC's participation in the Letter of Agreement, STIP funding capacity is provided to allow ACTC to continue to be allocated their FY 15/16 programmed \$1.610 million needed for the plans, specifications and estimates (**PS&E**) phase of work on the SR 88 Pine Grove project. The four agencies that are participating in the Letter of Agreement strongly supports each agency's STIP project, including ACLTC receiving support for the Hot Springs Road reconstruction project.

See attached Multi-County Letter of Agreement, which is also approved by the ACLTC with the 2016 RTIP.

Section 2. General Information

- **Regional Agency Name**
Alpine County Local Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.alpinecountyca.gov>

RTIP document link: <http://www.alpinecountyca.gov>

RTP link: <http://www.alpinecountyca.gov>

- **Executive Director or Chief Executive Officer Contact Information**

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Title Executive Secretary
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Telephone 530-694-2140 x 425

- **RTIP Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

Name	Laurel Janssen	Title	Deputy Director
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state

and local sources. Updated every 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Since 1998, the beginning of the STIP program, Alpine County has had only one project funded within Alpine County, which is the Emigrant Trail and Alpine Village rehabilitation project that was funded with both RIP and American Recover and Reinvestment Act (**ARRA**) funds. The Emigrant Trail and Alpine Village rehabilitation project could not have been funded unless both RIP and ARRA funds were used. All previous STIP funding from Alpine County has gone to State highway projects outside of Alpine County that included the SR 4 Cottage Springs Passing Lane project, the SR 88 Cooks and Hams Station Passing Lanes project, the SR 49 Sutter Creek Bypass and the SR 4 Angels Camp Expressway.

Alpine County's Pavement Management System (**PMS**) highest priority project for federal eligible funding was the Diamond Road Overlay project. This project was programmed in the 2014 STIP. However, the County became aware of a potential federal funding source through the Federal Land Access Program (**FLAP**) that could help fund the Hot Springs Road reconstruction project, also one of the County's highest priority projects for federal eligible funding. The ACLTC approved requesting a STIP amendment in January 2015 to delete the Diamond Valley Road Overlay project and add the Hot Springs Road reconstruction project. The CTC agreed to the STIP Amendment in May 2015. In August 2015, the CTC approved allocation of funding for project approval and environmental documentation (**PA&ED**) in the amount of \$330 thousand for NEPA and CEQA documentation on the entire 3.2 miles roadway. The Hot Springs Road reconstruction PS&E phase in the amount of \$340 thousand for Phase 1 work from Laramie Street to Pleasant Valley Road, is programmed for allocation in FY 18/19.

Alpine County is hopeful that FLAP funding will help pay for all or a portion of Hot Springs Road construction and for PS&E for Phase 2, from Pleasant Valley Road to end. However, if the County is not successful in being awarded FLAP funding, the County can still complete PS&E and construction of Phase 1. Phase 2 construction would need to come from future STIP cycles or from another potential federal funding source.

Additionally, ACLTC is providing RIP funds for the Hot Springs Creek Bridge project that will be used as match funding for construction. Construction of the bridge is now estimated to be in FY 17/18. This RTIP will move the \$265,000 of RIP match funds from FY 16/17 to FY 17/18 and free up STIP capacity that is needed in FY 15/16.

In January 2015, ACLTC agreed that once the Hot Springs Road reconstruction project is completed, the next federal eligible funding project should be the Diamond Valley Road Overlay project.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

ACLTC was part of Tri-County Memorandum of Understanding (**MOU**) I with ACTC and CCOG. The Tri-County agencies completed the SR 4 Cottage Springs Passing Lane project, the SR 88

Cooks and Hams Station Passing Lanes project, the SR 49 Sutter Creek Bypass and the SR 4 Angels Camp Expressway, a total of \$117.6 million that was funded with ACLTC, ACTC, and CCOG RIP funding, State Interregional Improvement Program (IIP) funding, and from Prop 1B Corridor Management Improvement Account (CMIA) funds.

Project Name and Location	Description	Summary of Improvements/Benefits
SR 4 Cottage Springs Passing Lane	Tri-Counties MOU I, RIP funding from all 3 agencies	Eastbound passing lane on SR 4 toward Alpine County
SR 88 Cooks & Hams Stations Passing Lanes	Tri-County MOU I, RIP funding from all 3 agencies	Westbound passing lanes on SR 88 from Alpine County
SR 49 Sutter Creek Bypass	Tri-County MOU I, RIP funding from all 3 agencies	Bypass around Sutter Creek and Amador City
SR 4 Angles Camp Bypass	Tri-County MOU I, RIP funding from all 3 agencies, IIP & CMIA funding	Bypass around City of Angles
Emigrant Trail and Alpine Village Rehab	RIP and ARRA funding	Rehabilitation on County Roads to extend pavement life

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
ACLTC adopts 2016 RTIP and Multi-County Letter of Agreement	December 15, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

In January 2015, the ACLTC hired Green DOT Transportation Solutions to prepare the 2015 Regional Transportation Plan (RTP). Though the RTP looks at all potential funding sources and potential transportation projects, the RTP also identifies potential projects for STIP funding. Through the RTP development process, there were community outreach meetings at Markleeville, Bear Valley and Hung-A-Lel-Ti. The ACLTC reviewed and adopted the RTP at their December 15, 2015 meeting. The public was notified and had opportunities for comment at each of the public outreach meetings and during the LTC meeting.

The ACLTC approved a STIP amendment to use available STIP funds for the Hot Springs Road reconstruction project at their January meeting. The public was also notified and given the opportunity to comment on the use of STIP funding for this specific project.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 10

Caltrans District 10 was sent a copy of the Draft 2016 RTIP on November 25th.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Not applicable for the 2016 STIP Period due to the lack of funding available for programming. However, Alpine County is proposing to use their unprogrammed share balance in FY 19/20.

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
Hot Springs Road reconstruction project	Reconstruct Hot Springs Rd and widen shoulders for Class 2 and 3 bicycle lanes where feasible from Laramie Street to Pleasant Valley Road (Phase 1) and from Pleasant Valley Road to end (Phase 2).	\$2,150,000 for Phase 1 construction in FY 19/20
Hot Springs Creek Bridge, replace (HBP)(14S-28)	Realign and replace bridge on Hot Springs Road	Move \$265,000 of RIP match for construction from FY 16/17 to 17/18.
PPM	STIP project planning, programming and monitoring.	? (I am trying to find out these amounts – SM)

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

The highest STIP project priority for Alpine County is the reconstruction of the Hot Springs Road. The Hot Springs Road project will be funded from Alpine County's RIP shares and possibly from the Federal Land Access Program (shown as Fund Source 1). The County will be submitting an application for FLAP funds in 2016.

In June 2011, Alpine County received authorization to proceed (E-76) on the preliminary engineering and environmental documentation (PE) for the replacement of the Hot Springs Creek Road Bridge over Hot Springs Creek using Highway Bridge Program (HBP) funds. This project is in the environmental phase of work and includes the realignment of the bridge on the curve the bridge is located on and widening of the bridge to accommodate pedestrians and bicyclists. This bridge will be funded by the HBP federal funding program (shown as Fund Source 2), County Road funds (shown as Fund Source 3) and RIP shares. The bridge project is an important part of the Hot Springs Road reconstruction project.

Proposed 2016 RTIP	Total RTIP	Other Funding				Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3
Hot Springs Rd reconstruction – Phase 1 & 2 PA&ED	\$330,000	0	0	0	0	\$330,000
Hot Springs Rd reconstruction – Phase 1 PS&E	\$340,000					\$340,000
Hot Springs Rd reconstruction – Phase 1 construction	\$2,910,000					\$2,910,000
Hot Springs Rd reconstruction – Phase 2 PS&E (possible FLAP funding)				\$950,000		\$950,000
Hot Springs Rd reconstruction – Phase 2 construction (possible FLAP funding)				\$9,540,000		\$9,540,000
Hot Springs Creek Bridge – PE and construction (RIP and HBP funding)	\$265,000				\$2,270,794	\$29,206
Totals						

Notes: Click here to enter text.

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ACLTC is not requesting any ITIP funding as the ITIP program no longer supports providing matching funds to STIP projects on rural State highways.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

Alpine County has received Highway Bridge Program (HBP) funding for the project to replace the bridge on Hot Springs Road. The replacement of the Hot Springs Road Bridge over Hot Springs Creek is an important part of the Hot Springs Road reconstruction project. The County does not have any other projects planned that would affect the Hot Springs Road reconstruction project corridor.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The Hot Springs Road reconstruction project and the Hot Springs Bridge replacement project is consistent with the adopted 2015 Regional Transportation Plan by being a priority project according to safety standards, including required maintenance and repair in the most cost effective manner given available resources. The Hot Springs Creek Bridge is 88.53% funded by federal HBP program funds. The Hot Springs Road reconstruction project may be able to obtain federal discretionary funding to assist with construction costs that also makes this project a priority.

Goal 1 of the 2015 RTP is to, "Provide and maintain a safe, efficient, and convenient Countywide roadway system that meets the travel needs of people and goods within the region and connecting to points beyond." Goal 2 of the 2015 RTP is to, "Upgrade and maintain roadways in order to preserve the County roadway system." The projects listed in this RTIP meets the goals of the 2015 RTP.

Alpine County does not have an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS).

Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	165	166
	Percent of congested VMT (at or below 35 mph)	None	None
	Commute mode share (travel to work or school)	68%	68% (1% increase per year)
Infrastructure Condition	Percent of distressed state highway lane-miles	Unknown	Unknown
	Pavement Condition Index (local streets and roads)	44	42 (2 years)
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Unknown	Unknown
	Percent of transit assets that have surpassed the FTA useful life period	None	None
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	None	None
Safety	Fatalities and serious injuries per capita	6 fatalities per 1,075 local residents, though most travel through Alpine County is not locals	Not expected to change
	Fatalities and serious injuries per VMT	6 fatalities per 165 Daily Vehicle Miles Traveled	Not expected to change
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	There is no frequent transit service, only Dial-A-Ride, M-F, 3 days per week	
	Mean commute travel time (to work or school)	Unknown	Unknown
Environmental Sustainability	Change in acres of agricultural land	None	None
	CO ₂ emissions reduction per capita	Alpine County is attainment area; No CO ₂ reductions noted	Alpine County is attainment area; No CO ₂ reductions noted

Table B1(a) Evaluation Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion/ Delay/ VMT	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	165 Daily Vehicle Miles Traveled per capita 2013.	It is predicted there will only be a 1% increase per year.
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	No traffic congestion.	No traffic congestion.
Mode Share/Split	Journey to Work, Work Trips/commute (drive alone, carpool, transit, bike/walk (A18)	Encouraging bicycle use as a transportation mode.	Increase in bicycle use.
Safety	Total Accident Cost per capita, per VMT	Unknown.	Unknown.
Transit	Total operating cost per revenue mile	\$4.18 operating cost per revenue mile.	\$4.00 operating cost per revenue mile.
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	52 lane miles are distressed for a total of 126 lane miles.	45 lane miles distressed over next 10 years.
	Pavement Condition Index (local streets and roads)	The current PCI of Hot Springs Rd is 26.	The projected PCI of Hot Springs Rd after completion is 90.
Land Use	Land Use Efficiency (total developed land/population and rate of urbanization over time. Also, farmland conversion)	None. Alpine County is 96% government owned.	None.

If Part A tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

Click here to enter text.

Section 11. Regional and Statewide Benefits of RTIP

Hot Springs Road provides the only access to the Grover Hot Springs State Park. The reconstruction of the roadway and the widening of the shoulders to Class 2 or 3 for bicyclist will maintain access to the State Park and to trailheads and primitive campgrounds on the Toiyabe National Forest located along the roadway and encourage multimodal transportation modes. Hot Springs Road improvements will also continue to provide access to the local residents that live off of Pleasant Valley Road and Shay Creek Road as a regional benefit and the improved roadway will continue to provide access to the State Park as a Statewide benefit and for tourism in the Markleeville area.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled	None	None
	Reduce Percent of congested VMT (at or below 35 mph)	None	None
	Change in commute mode share (travel to work or school)	Improves safety and opportunity for bicycle travel	Increased bicycle mode of transportation
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	None	None
	Improve Pavement Condition Index (local streets and roads)	From PCI of 26 on Hot Springs Road to PCI of 90 when completed	From PCI of 26 on Hot Springs Road to PCI of 90 when completed
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	None	None
	Reduce percent of transit assets that have surpassed the FTA useful life period	None	None

System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	None	None
Safety	Reduce fatalities and serious injuries per capita	Improved safety with wider paved shoulders	Improved safety with wider paved shoulders
	Reduce fatalities and serious injuries per VMT	Improved safety with wider paved shoulders	Improved safety with wider paved shoulders
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	None	None
	Reduce mean commute travel time (to work or school)	None	None
Environmental Sustainability	Change in acres of agricultural land	None	None
	CO ₂ emissions reduction per capita	Smoother travel to destinations	Smoother travel to destinations

Table B2(a) Evaluation Rural Specific Cost Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion/ Delay/ VMT	Change in VMT	None	None
	Change in peak volumes	None	None
	Change in delay	None	None
Mode Share/Split	Change in Mode Share/Split	Improved safety for bicyclists	Additional bicycle use
Safety	Change in accident cost per capita and accident cost per VMT	Safer roadway with wider paved shoulders	Safer roadway with wider paved shoulders
Transit	Change in cost per revenue mile	None	None
Infrastructure Condition	Change percent of distressed lane-miles	3 miles of roadway that should be good for at least 20 years	3 miles of roadway that should be good for at least 20 years
	Change Pavement Condition Index (local streets and roads)	Change PCI of 26 to PCI of 90	Change PCI of 26 to PCI of 90
Land Use	Change in percentage of developed land/population. Reduction in farmland conversion.	None	None

Section 13. Project Specific Evaluation (Required per Section 19)

A project specific benefit evaluation is required for each new proposed project that addresses changes to the built environment. The Hot Springs Road reconstruction project and the Hot Springs Creek Bridge project do not cause change to the existing use or built environment, therefore a specific benefit evaluation is not needed.

A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The total construction cost of the Hot Springs Road reconstruction project is estimated at \$2.91 million for Phase 1 from Laramie Street to Pleasant Valley Road and \$9.540 million for Phase 2 from Pleasant Valley Road to end at Grover Hot Springs State Park. There is no right of way costs from private land owners anticipated and only minimal right of way costs anticipated, which is to obtain a Letter of Consent from the Toiyabe National Forest. The total project cost is less than \$50 million. The construction cost for the Hot Springs Creek Bridge is \$2.23 million. There is minimal right of way costs anticipated, which is to obtain a Letter of Consent from the Toiyabe National Forest. Both projects have a combined total of less than \$15 million for construction, therefore a project level evaluation is not needed.

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

Hot Springs Road has a pavement condition index (PCI) of 26 with a remaining life of 0.31 years per the County's 2012 Pavement Management System Report. Hot Springs Road is the County's number one tourist destination access for hiking and camping on the Toiyabe National Forest and swimming and hiking at Grover Hot Springs State Park. The existing roadway with minimal to no paved shoulders is also a travel way for bicyclists. The proposed Hot Springs Road Reconstruction and Bike Lane project would save the road and add additional paved shoulders for improved safety for bicyclists. It is also proposed the Charity Valley and Burnside Lake Trailhead parking area be paved to improve year-round access to the trails. The purpose and need for the project is for the public to continue to have access to Grover Hot Springs State Park and the Humboldt Toiyabe National Forest recreation areas with improved safety for all modes of transportation. See attached Vicinity Map and Site Map.

Hot Springs Creek Bridge has had a history of a slow progressive deterioration of the concrete bearing surface under the girders at both abutments. No bearing pads were used in the original construction, which created a steel on concrete contact beneath the girders. There are spalls on the abutment from a combination of live load impact and temperature movement. The bridge needs to be replaced. Since the bridge is located in the middle of a curve, there will be a slight relocation of the bridge to meet current design standards. See attached Site Map.

E. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional

See attached PPRs.

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP

See attached 12.15.15 LTC Resolution Approving the 2016 STIP

Section 17. Documentation of Coordination with Caltrans District (Optional)

See attached email sent to Caltrans District 10 for their comments.

Section 18. Detailed Project Programming Summary Table (Optional)

See attached spreadsheet.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date: 9/16/13	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
10				6626		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALP				Alpine County		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Scott Maas		(530)260-0991		smaas@citlink.net		
Project Title						
Hot Springs Creek Bridge						
Location, Project Limits, Description, Scope of Work						
On Hot Springs Road approximately 3 miles west of Main Street (Route 89). Replace bridge.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Alpine County					
PS&E	Alpine County					
Right of Way	Alpine County					
Construction	Alpine County					
Purpose and Need						
To replace existing bridge so Hot Springs Road can stay open and continue to provide access to Grover Hot Springs State Park.						
Project Benefits						
Replacement of the bridge will allow the roadway to stay open as the existing bridge will eventually fail.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					06/01/11	
Circulate Draft Environmental Document				Document Type	06/30/14	08/01/17
Draft Project Report					09/01/14	10/01/17
End Environmental Phase (PA&ED Milestone)					10/01/14	12/30/17
Begin Design (PS&E) Phase					10/01/14	01/01/18
End Design Phase (Ready to List for Advertisement Milestone)					06/30/15	06/30/18
Begin Right of Way Phase					10/01/14	01/01/18
End Right of Way Phase (Right of Way Certification Milestone)					06/30/15	06/30/18
Begin Construction Phase (Contract Award Milestone)					10/01/15	07/01/18
End Construction Phase (Construction Contract Acceptance Milestone)					06/30/16	06/30/19
Begin Closeout Phase					07/01/16	07/01/19
End Closeout Phase (Closeout Report)					04/01/17	12/30/19

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	ALP				6626	

SECTION 1 - All Projects**Project Background**

The \$265,000 of RIP funds is match funding for the construction phase of the Hot Springs Road Bridge over Hot Springs Creek. This bridge project is funded by federal Highway Bridge Program (HBP) funds and because the bridge is on an On-System road, an 11.47% match is required by the local agency.

Programming Change Requested

This programming change is to move the \$265,000 from FY 16/17 to 18/19. Construction is now scheduled for FY 18/19.

Reason for Proposed Change

There were unanticipated design changes on the bridge that caused a significant delay in the project.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The Hot Springs Creek Bridge is located on a curve. During the preliminary engineering phase, it was determined that the replacement bridge would have to be moved to the inside of the curve and the approaches would have to be longer, to meet current road and curve standards. 1) Obtaining approval for the new bridge location and longer approaches delayed establishing the area of potential affect (APE) and therefore delaying the environmental portion of work of the PE phase. 2) At this time, this is only a time delay and no cost increase is anticipated.

Other Significant Information


There are 2 known archaeological sites near the bridge project, which are within the APE. It is anticipated that Phase 3 archaeological work would not be required. If Phase 3 work is determined later to be needed, then additional funding may be needed.

SECTION 2 - For TCRP Projects Only

<input type="checkbox"/>	Alternative Project Request (Please follow Instructions at http://www.dot.ca.gov/tcrp/LETTERguidelines)
<input type="checkbox"/>	Letter of No Prejudice (LONP) (Please follow Guidelines at http://www.dot.ca.gov/tcrp/docs/042706.pdf)

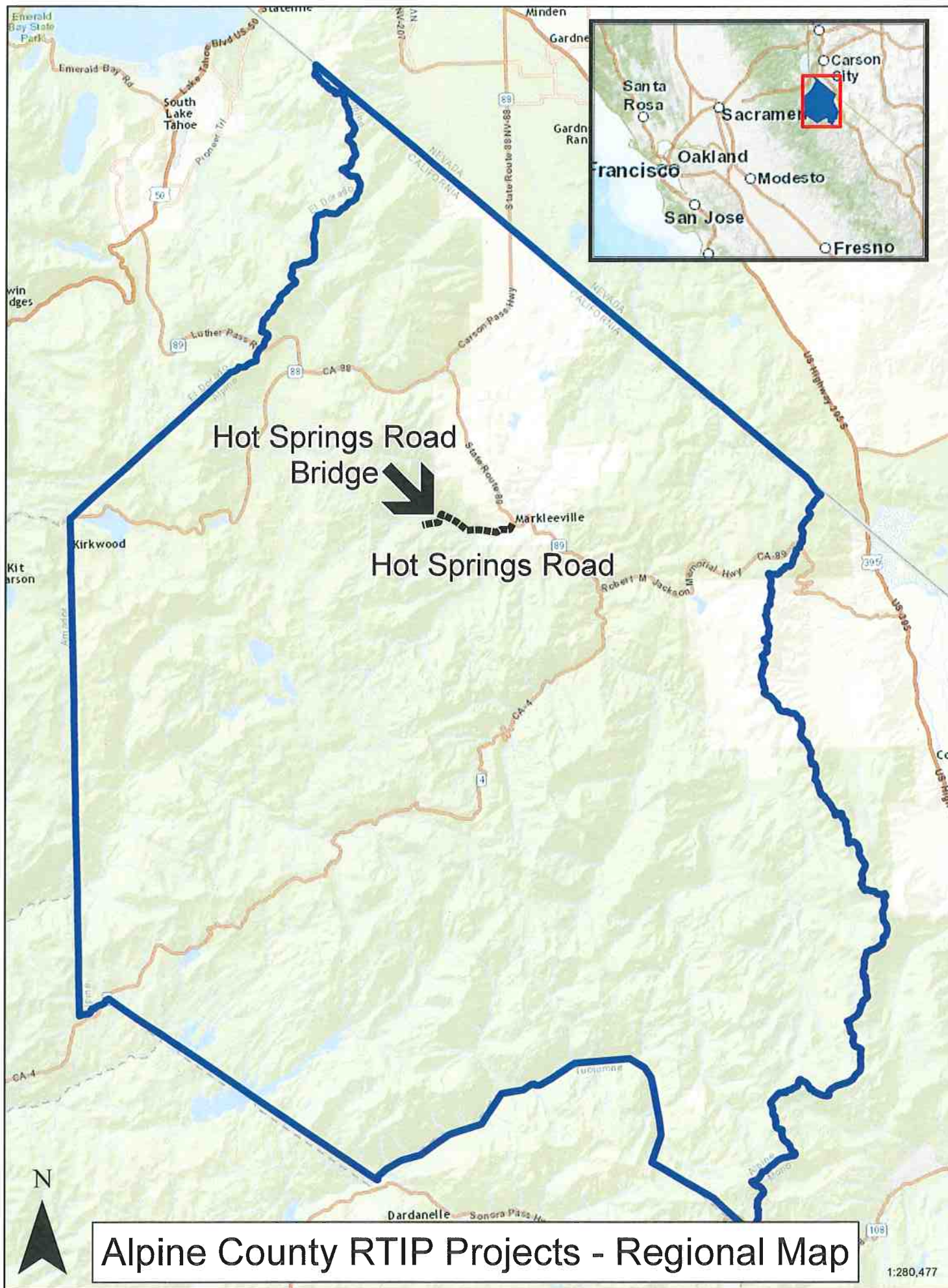
SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Brian Peters		Community Development Director / ACLTC Executive Director	12/15/15

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map





Hot Springs Road
Bridge



Grover Hot
Springs
State Park

Hot Springs

Shay Creek Rd

Hot Springs Road
Phase 2
Pleasant Valley Rd to
END

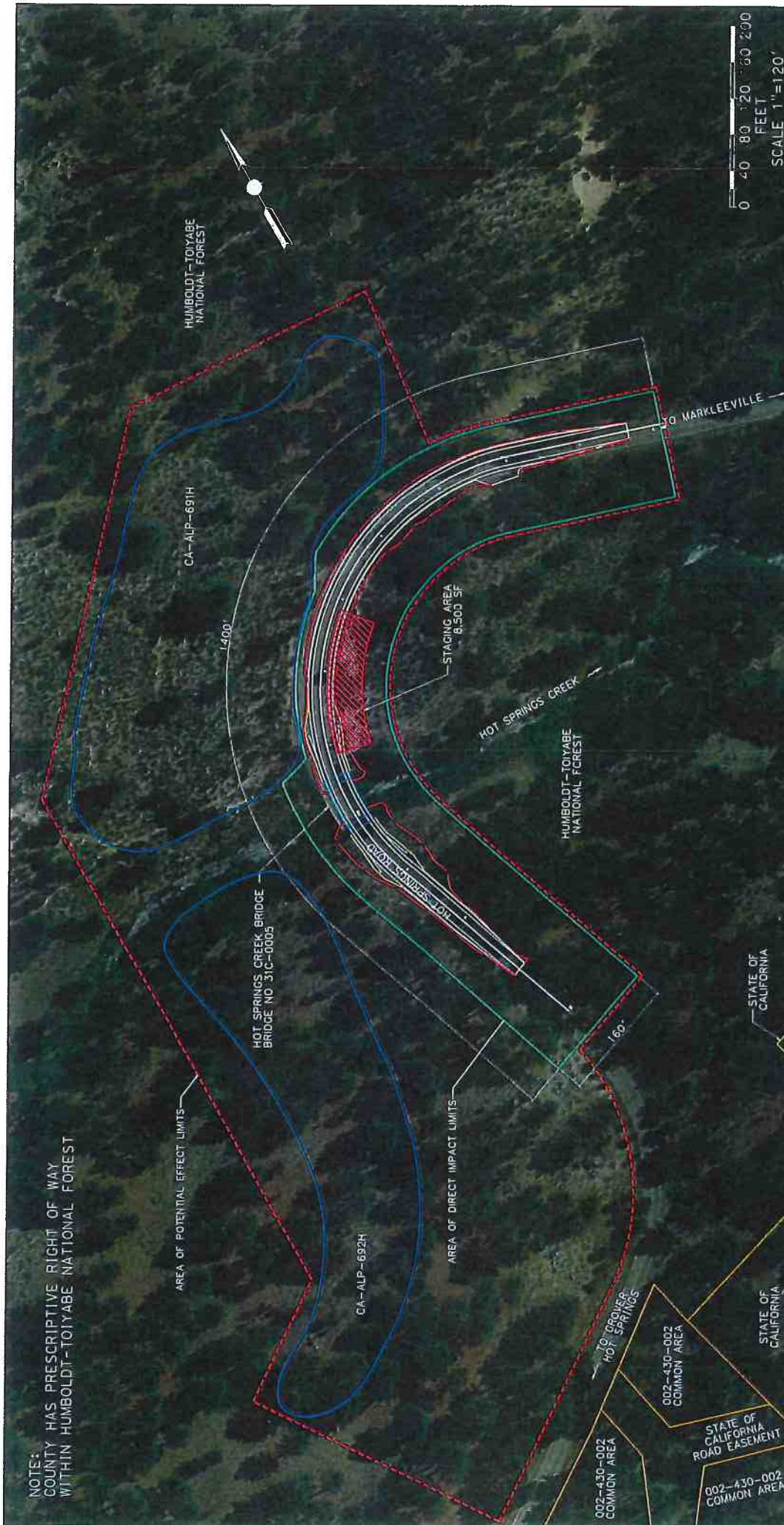
Hot Springs Road
Phase 1
Laramie St to
Pleasant Valley Rd

N

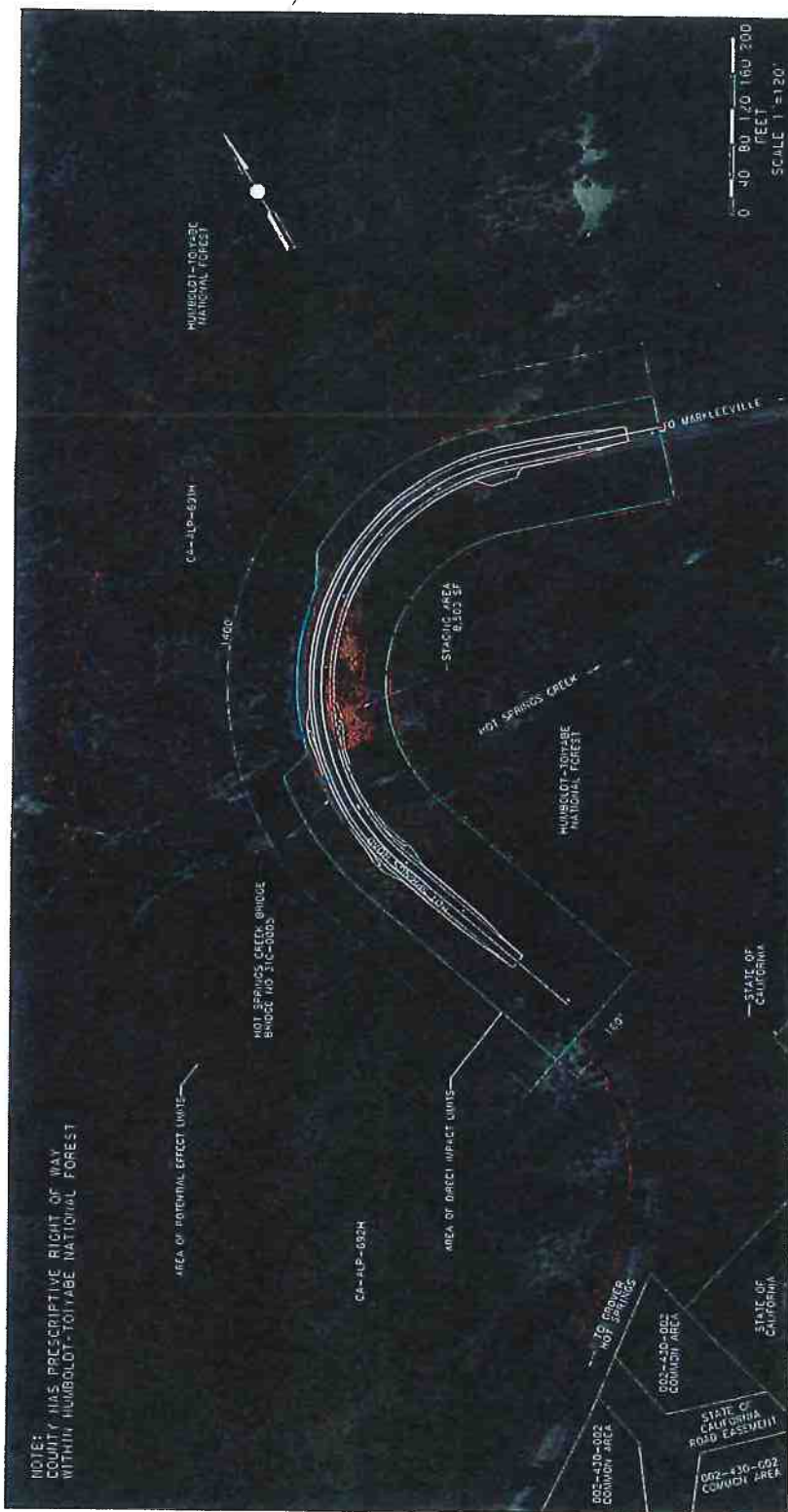


Alpine County RTIP Projects - Site Plan Map

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HOT SPRINGS ROAD BRIDGE REPLACEMENT PROJECT AT HOT SPRINGS CREEK BRIDGE		ALPINE COUNTY, CA		FEDERAL BRIDGE REPLACEMENT PROJECT No. BRLS-5931(030)	
		BRIDGE No. 31C-0005			
<p>LEGEND</p> <p>PROPOSED STAGING AREA</p> <p>AREA OF POTENTIAL EFFECTS</p> <p>AREA OF DIRECT IMPACTS</p> <p>DOCUMENTED ARCHAEOLOGICAL SITES</p> <p>PROPERTY LINES</p>		<p>AREA OF POTENTIAL EFFECTS MAP</p> <p>ALPINE COUNTY</p> <p>CALTRANS D10 POS</p> <p>LOCAL ASSISTANCE PROJECT ENGINEER OFFICE OF LOCAL ASSISTANCE, CALTRANS D10</p>			
		<p>DATE</p> <p>6-24-15</p>		<p>DATE</p>	
		<p>DATE</p>		<p>DATE</p>	



HOT SPRINGS ROAD BRIDGE REPLACEMENT PROJECT AT HOT SPRINGS CREEK BRIDGE ALPINE COUNTY, CA FEDERAL BRIDGE REPLACEMENT PROJECT No. BRLS-5931(030) BRIDGE No. 31C-0005		LEGEND PROPOSED STAGING AREA AREA OF POTENTIAL EFFECTS AREA OF DIRECT IMPACTS DOCUMENTED ARCHAEOLOGICAL SITES PROPERTY LINES	AREA OF POTENTIAL EFFECTS MAP ALPINE COUNTY <i>Chris Dwyer</i> CALTRANS DIO POS <i>Matthew For-Pe-Raj-Hong-Singh</i> LOCAL ASSISTANCE PROJECT ENGINEER OFFICE OF LOCAL ASSISTANCE, CALTRANS DIO	DATE 6-24-15 DATE 6-24-15 DATE 6-25-15
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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date: 12/16/15	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
10						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALP	Hot Springs Road			Alpine County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Brian Peters		530-694-2140		bpeters@alpinecountycal.gov		
Project Title						
Hot Springs Road Reconstruction						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Reconstruction of Hot Springs Road from Laramie Street to end at Grover Hot Springs State Park.						
<input type="checkbox"/> Includes ADA Improvements		<input type="checkbox"/> Includes Bike/Ped Improvements				
Component	Implementing Agency					
PA&ED	Alpine County					
PS&E	Alpine County					
Right of Way	Alpine County					
Construction	Alpine County					
Purpose and Need						<input type="checkbox"/> See page 2
The purpose of the project is to keep a paved surface on Hot Springs Road, a major collector road, to one of Alpine County's top tourist destination. The need is to keep this roadway corridor in good operating condition as it provides the only access to Grover Hot Springs State Park.						
Project Benefits						<input type="checkbox"/> See page 2
The reconstruction project is restore the pavement so the roadway can stay open for use by the general public.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals		<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions				
Project Milestone						Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						03/01/16
Circulate Draft Environmental Document						09/01/17
Draft Project Report						10/01/17
End Environmental Phase (PA&ED Milestone)						12/01/17
Begin Design (PS&E) Phase						01/01/18
End Design Phase (Ready to List for Advertisement Milestone)						06/01/19
Begin Right of Way Phase						01/01/18
End Right of Way Phase (Right of Way Certification Milestone)						07/01/19
Begin Construction Phase (Contract Award Milestone)						07/01/19
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/20
Begin Closeout Phase						01/01/21
End Closeout Phase (Closeout Report)						06/30/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 12/16/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	ALP	Hot Springs Road				
Project Title: Hot Springs Road Reconstruction						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)			330					330	PA&ED is for entire roadway. PS&E is for Phase 1 only from Laramie Street to Pleasant Valley Road. Construction is for Phase 1 only from Laramie Street to Pleasant Valley Road.
PS&E					340			340	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,150	2,150	
TOTAL			330		340		2,150	2,820	

Fund No. 1:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			330					330	Phase 1 construction is estimated to cost \$2.91 million. Mariposa County LTC has agreed to loan unallocated STIP in the 2016 STIP to Alpine County LTC in the amount of \$760 thousand, so the construction phase can be fully programmed.
PS&E					340			340	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,150	2,150	
TOTAL			330		340		2,150	2,820	

Fund No. 2:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 12/16/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	ALP	Hot Springs Road				
Project Title: Hot Springs Road Reconstruction						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

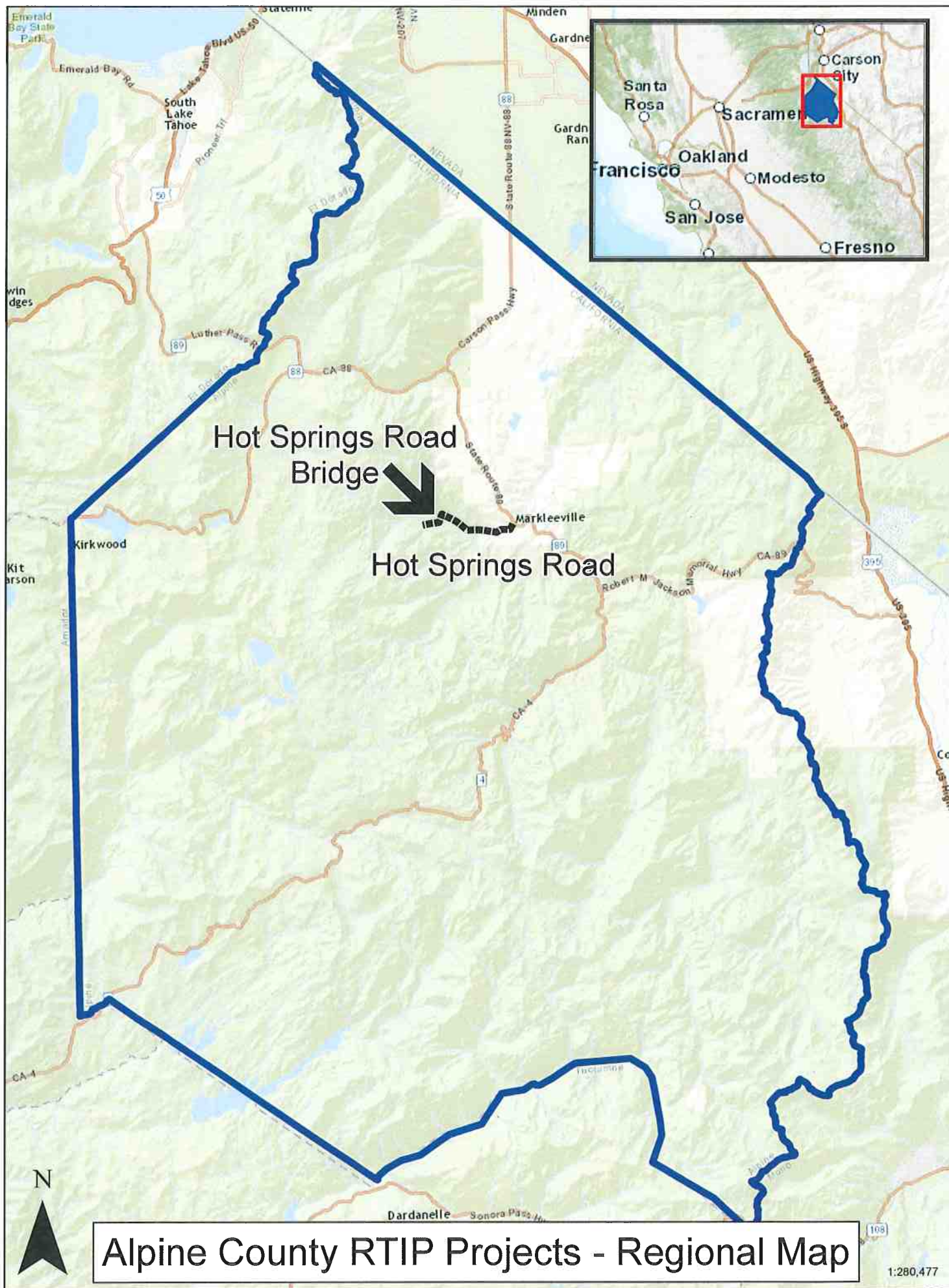
Date: 12/16/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	ALP	Hot Springs Road				
Project Title:		Hot Springs Road Reconstruction				

Fund No. 8:		Proposed Funding (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:		Proposed Funding (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:		Proposed Funding (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									





Hot Springs Road
Bridge



Grover Hot
Springs
State Park

Hot Springs

Shay Creek Rd

Hot Springs Road
Phase 2
Pleasant Valley Rd to
END

Hot Springs Road
Phase 1
Laramie St to
Pleasant Valley Rd

Markleeville

N



Alpine County RTIP Projects - Site Plan Map

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RESOLUTION NO. LTC2015-13

**RESOLUTION OF THE LOCAL TRANSPORTATION COMMISSION,
COUNTY OF ALPINE, STATE OF CALIFORNIA
RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE 2016 RTIP**

WHEREAS, California Government code Section 65082(a) requires Regional Transportation Planning Agencies to adopt and submit a Regional Transportation Improvement Program (RTIP) for the geographic area under its jurisdiction [21 C.C.R., Sec 8114(a)(3)] to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the RTIP must include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the STIP; and major projects must include current costs updated the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Government Code Section 14525.5 and availability of funding (Government Code Section 65082(a)); and

WHEREAS, the Alpine County Local Transportation Commission is the Regional Transportation Planning Agency for the Alpine County region; and

WHEREAS, the Alpine County Local Transportation Commission, through the conduct of a continuing, comprehensive and coordinated transportation planning process, and in conformance with all applicable State and Federal requirements, adopted the 2015 Regional Transportation Plan in December 2015; and

WHEREAS, the list of projects included in the RTIP is consistent with the Regional Transportation Plan; and

WHEREAS, the CTC has adopted the STIP Fund Estimate and funding targets for the 2016 STIP, which is zero funding available; and

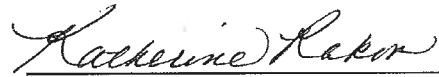
WHEREAS, the Alpine County Local Transportation Commission have identified what existing projects and components should be funded in the 2016 STIP with un-programmed balance, return of STIP loan from Calaveras Council of Governments and loan from Mariposa unprogrammed balance.

NOW, THEREFORE, BE IT RESOLVED, that the Alpine County Local Transportation Commission hereby adopts the Alpine County RTIP for the 2016 STIP.

BE IT FURTHER RESOLVED, the Executive Secretary is hereby authorized to represent the Alpine County Local Transportation Commission and sign all documents related to the 2016 STIP as adopted in this RTIP.

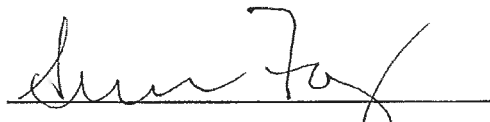
PASSED AND ADOPTED this 15th day of December 2015 by the following vote:

AYES: Jardine, Hames, Rakow, Woodrow, Rawson



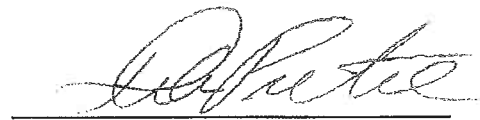
Katherine Rakow, Chair
Local Transportation Commission, County
of Alpine, State of California

ATTEST:



Teola L. Tremayne, County Clerk
& Ex Officio Clerk to the
Board of Supervisors,
By: Stephanie Fong, Assistant County Clerk

APPROVED AS TO FORM:



David Prentice, County Counsel

Subject: Alpine County's 2016 RTIP for District 10 review

Date: Wednesday, December 2, 2015 at 9:03:24 AM Pacific Standard Time

From: Scott Maas

To: Avalos, Mary Ann A@DOT

CC: Brian Peters, Dayak, Silvia@DOT, Cortez, David M@DOT

Hi Mary Ann:

Attached are the following documents for District 10's review and comment:

- Alpine County's 2016 RTIP
- RTIP Regional Map
- RTIP Site Map
- Detailed Project Programming Summary Table
- Proposed Multi-County Letter of Agreement that shares RIP funding and capacity funding

The PPR forms and Board Resolution will be part of the final submittal.

This RTIP includes programming \$2,910,000 for the Hot Springs Road construction in FY 19/20 with funding from the County's Unprogrammed Balance of \$750,000, the return of our loan to CCOG of \$1,400,000 and a loan from Mariposa County LTC in the amount of \$760,000. See Multi-County Letter of Agreement.

The Alpine County Local Transportation Commission is scheduled to approve the RTIP and Multi-County Letter of Agreement at their December 15th meeting. We will expedite getting the approval resolution signed and plan to submit the RTIP on December 16th.

Please call or email if there are any questions.

Scott Maas
Maas & Associates
10 Renae Drive
Susanville, CA 96130
530-260-0991

December 2, 2015 (Dollars x \$1,000)

Hot Springs Road Const Funding Check: